

# GARAGE AND AUTOMOBILE NEWS

## The Past Week With The Von Hamm-Young Co.

The holidays have had a somewhat quieting effect on the automobile business as everyone has been busy with Christmas and New Year festivities.

During the week the popular manager of The von Hamm-Young Company's garage—Mr. E. E. Bodge—joined the ranks of benedicts, and is away for a few days on his honeymoon.

The von Hamm-Young Company this week delivered a beautiful seven-passenger Packard touring car to Mr. Jonah Cummings. Mr. Cummings has put this car into the rent service and reports that already during the few days he has had the car his business has tripled as all his friends and patrons are anxious to ride in his beautiful new car.

A carload of Packard cars is expected within the next ten days by The von Hamm-Young Company. Two out of the three cars which are due have already been sold. The demand for the Packard is so great that most of the cars are sold before they are finished at the factory and orders are generally booked two or three months ahead. It is therefore a wise precaution to enter orders early to as to get delivery when desired.

One of the pretty Everitt 30 H. P. touring cars was sold by The von Hamm-Young Company this week to Mr. J. C. Jesus of Waimea, Kauai. The Everitt is getting to be one of the favorite medium priced cars here and hardly a week goes by without the sale of one of these cars.

The World Touring Hupmobile is still in town and is attracting a great deal of attention. It is to be shipped by the first steamer for Australia.

During the week The von Hamm-Young Company booked an order for one of these Hupmobiles, which will arrive on the first steamer from the Coast.

The Lurline will bring for The von Hamm-Young Company a carload of popular Overlands. Two of the cars out of this shipment have already been sold, one to The Volcano Stables and the other to Dr. J. T. MacDonald. The demand for the Overlands is steadily increasing and there is no wonder as it is a very economical car in up-keep; has a great deal of reserve power and is one of the most satisfactory of all medium priced cars, which can be handled by men, ladies or children alike.

Another order booked by The von Hamm-Young Company this week was for a Cadillac with the torpedo body, this car being specially ordered for Lieut. Morrison, the popular army officer. The car is to be equipped with all the latest accessories and appliances which can be put on the popular Cadillac car.

The next shipment of Cadillacs should reach here in about two weeks, and is being anxiously awaited for by several purchasers, some of whom ordered their cars quite a while ago.

### THE OVERLAND CAR

Hampton's Magazine contains a very interesting and instructive write-up of the Overland automobile, a very familiar car on the streets of Honolulu. The article, which is by G. W. Bennett, is entitled "The Three Elements," and is a very clear and concise description of this remarkable, low-priced machine.

## E. M. F. CARS LEAD IN WEEK'S SALES

Despite the usual depression of business in January, the Schuman Carriage Company's garage has been the scene of considerable activity. Not only has the repair business been running at full blast, but sales have been rather above normal.

Among the number of deliveries was an E. M. F. car to Dr. C. B. Cooper, to be used by the Doctor in his extensive practice.

On Thursday evening another E. M. F. was shipped to the Coney Garage, for duty on the island of Kauai.

Sheriff Jarrett ("Our Bill") was also in the market during the week, he purchasing an E. M. F. roadster, with which to catch up with the lawbreakers.

An order has been received by Mr. Schuman from the Waimea stables, Kauai, for a 50 horse-power Velle car, which will be quite an attraction on the splendid roads of the Garden Island. The machine is on its way from the east, and will arrive here next week. It will be used in the rent service over there.

Special attention is directed to the announcement of the Schuman Carriage Company in this issue concerning the E. M. F. (now reduced to \$1000 f. o. b. factory) and the Flanders cars. These are standard machines at very low prices.

## LOS ANGELES TO FRISCO RECORD

Los Angeles and San Francisco motorists are still talking of the recent achievement of a 1911 Cadillac Thirty in establishing a record for the round trip between the two cities, traveling north by the inland or San Jacinto Valley route and south by the coast route.

The total distance is 988 miles, and the elapsed time for the round trip was 39 hours, 8 minutes—this despite the fact that on the northward run the car traveled more than 200 miles both north and south encountered rain and mud and was not equipped with tire chains.

W. W. Bramlette, the owner of the car, and T. J. Handet, both of whom have oil interests in California, made the run, alternating at the wheel. From Los Angeles to Frisco, by the valley route, they smashed the previous record of 28 hours—made under favorable conditions—and set a new one of 17 hours, 45 minutes. This with the additional distance traveled on wrong roads and making the last 50 miles into Frisco in a pouring rain, without tire chains and at slow speed, is barely an hour more than the record for the vastly better coast route. New intermediate records were made as follows: Los Angeles to Fresno, 8 hours, 26 minutes.

Where the roads were fit the car made close to 60 miles an hour; but the major portion of the going was such that speed like this was out of the question.

The Cadillac's record, over a route never before attempted in a Los Angeles-Frisco round trip, is but an hour slower than the record made on the coast route north and south. Its trip was made, too, without preparation in the way of guides or equipment.

### KEEPING DOWN TIRE EXPENSE.

Wear can be minimized by careful driving and avoidance of bad roads. The worst possible condition for the tires is a worn road peppered with loose, sharp stones. These stones may have been picked out from the substance of the road surface, or they may have been spread over it by way of repair and not properly rolled in. Worn macadam, even if free from loose stones, is very destructive of tires, because its surface, though fairly smooth to the casual glance, is in reality simply an aggregation of irregular stones, high and low, which support the tire only at a few points instead of over a fairly large surface. As the supporting area is small, the contact pressure per square inch is high, and the irregularity of the surfaces causes the tire to slip and jump in a manner that abrades its surfaces almost as effectively as a file. There

are thousands of miles of roads like this in the neighborhood of the large towns all over the country, and it is safe to say that, if half the cost of the tires they needlessly destroy were spent in maintaining the roads themselves, the whole community would be the gainer.

Harsh use of the clutch and brakes, turning corners on two wheels, and similar needless "stunts" are the marks of the hare-brained beginner. The experienced driver shows his skill rather in the "sweetness" of his driving and his ability to get much in the way of mileage and speed with little wear and tear on his car. As for axles and detorted steering mechanism, both are too obviously things calling for instant shop attention to be more than mentioned here.—Herbert L. Towle, in Harper's Weekly.

## 100 CARS A DAY FOR THE E. M. F. CO

More than 120 E-M-F "30" and Flanders "20" automobiles will arrive in this city within the next few days, according to Chester N. Weaver, general manager of the Studebaker Bros. Company, distributors of the E-M-F and Flanders and Studebaker automobiles in this part of the country as the result of his recent visit to Detroit. Weaver, who returned a few days ago after an absence of more than eight weeks, says that the demand for the E-M-F products is such that the company has been compelled to increase the output for the months of December, January, February and March by 30,000 bringing the number of machines to be turned out during that time up to 7000.

"Commencing January 1st," Weaver says, "the E-M-F Company will work day and night. At the present time the monthly output of cars is 5000, and from the first of next month the daily output will be 100 cars. The company has contracts for the making of 20,000 E-M-F cars for the season of 1911. Nine thousand men are now employed.

"In California alone at the present time there are more than 2000 E-M-F and Flanders cars in use. So far this year we have sold 1500, and during the next season we will easily dispose of 2000 more cars. On my re-

turn trip to this city I visited Boston, New York, Chicago, Memphis and New Orleans. In all of these towns and in the country around them I found the E-M-F exceedingly popular. It is almost impossible to appreciate the magnitude of the popularity of this machine, especially when one considers that two years ago the first car of this make had not yet made its appearance.—Examiner.

### MOTOR MAXIMS.

Still motors run cheap.  
It's a short lane knows no scorching.  
It's a wise chauffeur that know his own speed.  
A garage is known by the cars it keeps for hire.  
A motor in hand is worth two in the ditch.  
It requires little learning to be the tooter of a horn.  
A good road is rather to be chosen than great, ditches.  
A spark-plug that can spark and won't spark ought to be plugged.  
He who speeds and run away may live to be nabbed some other day.  
A rut in the road may prove the power behind the thrown.  
Little motors have big gears.  
Never look a gift taxi in the meter.  
A scorched chauffeur dreads the tire.  
A good car needs no push.  
It's a poor clutch that won't work in a tight squeeze.  
Too many tinkers spoil the car.  
Never judge a motor by the mortgage on the roof.  
A car in time saves sole leather.  
Satan finds work for idle cars to do.  
A green chauffeur maketh a fat undertaker.  
All cars are gray in the dark.  
De motorists nil nisi finem.  
Dum Speedmuns, Speedmuns!  
Of two constables, choose the smallest.  
What can't be cured should be insured.  
Collisions never come singly.  
A rolling car gathers no dross.  
It is better to turn back than to turn turtle.

—Harper's Weekly

### MARINE REPORT.

Friday, January 8, 1911.  
Port Townsend—Arrived Jan. 5, sch. Prosper, from Kahului.  
San Francisco—Jan. 6, 7 a. m. S. Tenyo Maru, hence Dec. 31.  
Fine Job Printng, Star Office.

## NEW MARMON CAR DUE ON LURLINE

Manager George Wells, of the Royal Hawaiian Garage, announces that the new Marmon Suburban "Forty," ordered some time ago, will arrive here in the Lurline next week.

This is one of the handsomest and most powerful cars put up in America, and its advent will create a sensation in local automobilism. It is a beautiful machine and takes any kind of known road. The Marmons previously received here were of a smaller type.

Business at the Hawaiian has been a little slack during the week, due to New Year inactivity, perhaps. There have been no sales of cars, although inquiries have kept up and the prospects are of orders for the early future.

The [Royal Hawaiian] intends to push with new vigor during the year the celebrated Alco.

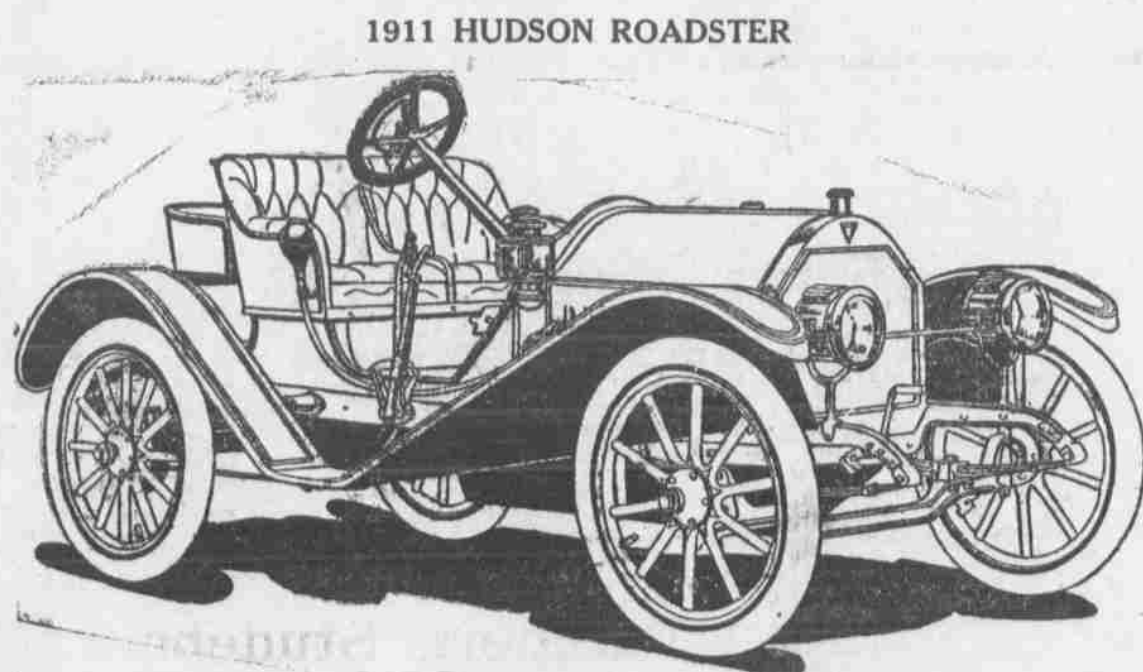
## SOME CHANGES IN GARAGE OFFICERS

Seymour Hall, who has so ably and acceptably managed the Associated Garage for more than a year, will retire today for the purpose of leaving shortly for California, where he will engage in another line of business. This will be learned of with regret by many patrons of the Associated, to whom Mr. Hall had become known as an authority on automobiles and automobiling, and a courteous gentleman.

For the present Mr. John Hall, formerly of Kohala, will have charge of the Associated Garage, it being planned to put in an expert automobile man later on. Mr. Hall has been bookkeeper at the Associated for several months, and has made many friends since his arrival in this city.

M. C. King, expert machinist, in charge of shop work; and F. T. Clark, expert rubber tire repairer, in charge of the rubber department—will both remain with the Associated.

The plans for the extension of Bishop street have been completed, and



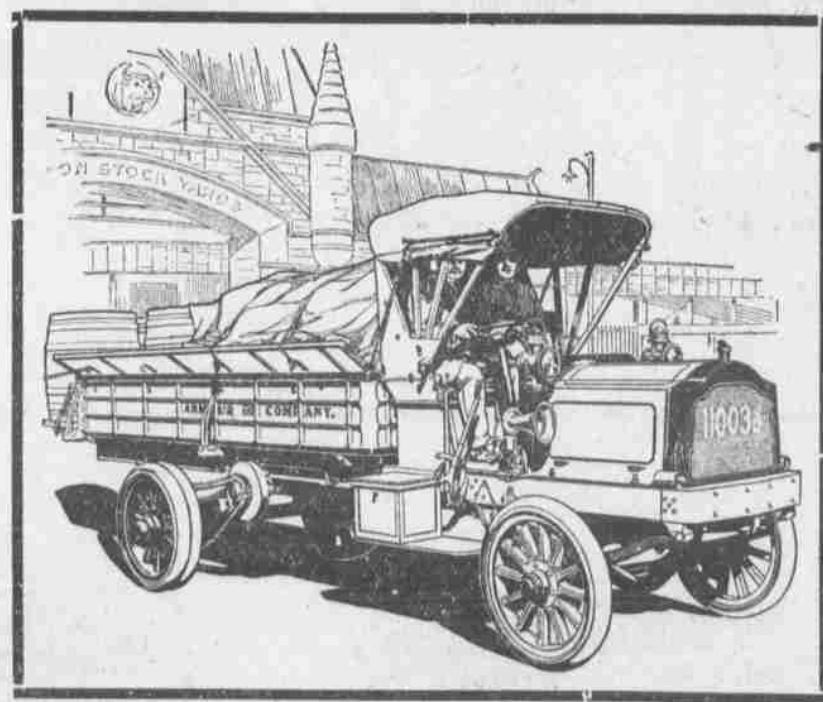
1911 HUDSON ROADSTER

"The Most Widely Copied Car In America"

THE HUDSON

Associated Garage Ltd.

Honolulu



Ask the man who owns one

Fourteen Packers use twenty-three Packard trucks in Chicago, Milwaukee, Denver, New York, Topeka, Pittsburg, Detroit, Wheeling, St. Louis, Fort Worth, Kansas City, and Bakersfield, California.



Von Hamm-Young Co. Agents,

King and Bishop Sts. Honolulu